

FAASTeam presents:

# Future of AVGAS

Registration required at  
<http://futureofavgassql.eventbrite.com>.

To obtain WINGS credit, you must register separately on the registration link provided. You will receive a confirmation e-mail from [faasafety.gov](http://faasafety.gov).

The fuel currently used in piston-powered aircraft, 100LL (low lead) AvGas, is the last leaded fuel in production. For years, environmental protection agencies worldwide have been working with refiners and other regulatory agencies to develop an unleaded replacement for 100LL.

100LL AvGas is a federally regulated fuel product that must meet very specific ASTM standards to comply with airframe and engine manufacturer specifications. The fuel is special, requiring special handling which most refiners and distributors refuse to deal with and as a result, there are very few AvGas manufacturers. 100LL AvGas is also used across a very wide spectrum of aircraft/engine types – from low-powered to high-performance aircraft that operate at high altitudes under very demanding conditions. Therefore, the development of a replacement unleaded fuel has been

## Event Details

**Fri, Jun 29, 2012 - 10:00 am**  
**Hiller Aviation Museum, San**  
**Carlos Airport**

601 Skyway Road  
San Carlos, CA 94070



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problematic from a technical perspective. Tetraethyl-lead (TEL) used in 100LL AvGas acts as an octane booster to prevent engine detonation and pre-ignition. It also provides improved heat transfer for valve seats and piston rings. Due to the relatively small demand for AvGas, the TEL used in the AvGas has a very limited production.

In 1979, a Swedish company called Hjelmcö Oil, founded by Lars Hjelmcö, developed an unleaded 80/87 grade AVGAS. In 1991, the company developed a 91/96 grade unleaded AVGAS, which is very close to 100 octane. Continental, Lycoming, Rotax, and radial engine manufacturer Kalis have all cleared the Hjelmcö AVGAS 91/96 UL for use in many of their engines. The fuel has been widely used throughout Sweden for decades and millions of flight hours, including by the Swedish Air Force, and is the preferred fuel for general aviation there.

We are honored to have Lars Hjelmcö join us on June 29th at 10:00 AM at the Hiller Aviation Museum for a town hall seminar about the development of unleaded aviation

fuel and to conduct a comprehensive question and answer session. This is an event you won't want to miss if you are interested in the future of aviation gasoline. Refreshments will be provided.

**Directions:** From the South Bay, take Hwy 101 North to Exit 411 toward Redwood Shores Parkway and merge onto Holly Street. Turn right onto Airport Way. Take the 1st right onto Skyway Road. The museum is on the left after Burger King. From the North, take Hwy 101 South to Exit 411 for Brittan Avenue. Follow signs for Redwood Shores Pkwy/Air Museum/Holly Street and merge onto Holly Street. Turn right onto Airport Way. Take the 1st right onto Skyway Road. The museum is on the left after Burger King.

**A message from the National FAASTeam Manager**

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